#### CONSTITUTION AT ANCHOR: HAULED FURTHER OFF SHORE AS MEASURE OF SAFETY.

Broken and Distorted Plates and Frame Sections of the Mast Removed - Work Begun on a New Topmast-Mainsail Not Torn by Accident -Vacation for Many of the Crew.

BRISTOL, June 6.-The Constitution has had her place changed in Bristol Harbor. The mastless vessel was unhitched from the mooring buoy, where she lay when the mast was unstepped yesterday, and hauled further off shore by two lengths as a measure of safety. She is in deeper water, and instead of being tied to a buoy is riding at anchor. A few of the crew are at work about the decks retouching the paint and varnishing it. There are only eight men on board besides the officers. In order that a signal lantern can be seen from an elevation sufficiently high on the yacht a pole eighteen feet long is set near the station of the mast. From the top of the pole a lantern, in compliance with the laws of navigation, will be set each night. It is learned that the damaged part of the boat's mainsail was not torn when the accident occurred. The sail being partly filled with water when the rig went overboard a hole was cut in the canvas with knife to allow the water to run out. The rigging was uninjured in the collapse of

the mast.

The cutting out of the broken and distorted plates and frame sections of the mast was completed to-day. Once the angle frame sections are connected with the other was completed to-day. Once the angle frames sections are connected with the other frames running from end to end of the spar, the work of plating the splice will be begun. The building of a new spar of steel is usually started in the centre and the plating carried out toward both ends, because it is more convenient for workmen to get inside the mast to hold on for the rivetters at the end of a curved plate than otherwise. Therefore, the patch in the middle of the mast will not be so convenient for the mechanics to carry on their work as if it were a new spar.

From present indications the rivets in the patch will not be headed up before next week. All haste is made in rolling new plates in the semi-circular shapes for the patch in the middle of the mainmast. It is necessary to send them through the rolling machines many times before they are of the required curve. It is also naticed that pieces of steel angle bars are being cut to the proper lengths as backing for the steel plating.

The to-pmast of the Constitution having been broken short off near the heel, a fine looking pine stick has been singled out to have a new mast shaped from it. The spar makers began work to-day. As the spreaders were all destroyed in the buckling of the mast on Tuesday, there will have to be a new set, and, as the starboard lower spreader was the cause of the trouble, it is said that Nat Herreshoff

gan work to-day. As the spreaders were all destroyed in the buckling of the mast on Tuesday, there will have to be a new set, and, as the starboard lower spreader was the cause of the trouble, it is said that Nat Herreshoff will devise a new wrinkle to preclude the possibility of a similar occurrence. It is hinted that a third set of spreaders, down where the mast buckled, is probable.

The top hamper of the yacht being dismantled for repairs there is little for the crew to do. Where there are so many men every job is quickly accomplished. Capt. Rhodes recognizing that there was practically nothing for the men to do at present, issued an order granting a vacation to them. On the streets here this forenoon nearly forty of the sailors were on their way to their homes in shore clothes. Some are going to Deer Isle and others to Long Island. It is by no means certain that all will return. They are to be back here the first of next week, but a number of the Long Island men when going away talked as though they would not come back. They assign no reason, however.

The reason a wooden pole could not be stepped in the Cup defender is owing to the fact that when she was designed provision had been made only for a steel mainmast, which is, as a rule, nearly a ton lighter than a wooden one.

#### First Two Races Postponed.

Chairman S. Nicholson Kane of the Regatta Committee of the New York Yacht Club said yesterday that he thought it would only be necessary to postpone the first two races arranged between the Constitution and Columbia. These races were to have been salled off Newport on June 15 and 17. It is hoped that the damage to the Constitution will soon be repaired and that she will be able to resume her tuning up trials next week. Some yachtsmen think that she will be salling by the end of next week, but it will be necessary to do quite a little salling before the yacht is ready to meet the Columbia, which is in fine shape for a race.

### Yacht Lady Godiva Arrives.

The auxiliary yacht Lady Godiva, chartered by ex-Commodore H C. Rouse of the Seawanbaka Corinthian Yacht Club, arrived here yesterday from Cowes. She sailed on May 15 and ouched at Hamilton, Bermuda, where she coaled and left on June 3. The Lady Godiva was built at Birkenhead in 1890 by Laird Bros from designs by St Clare J Byrne. She is schooner rigged and the English register gives her dimensions as 133 6 feet between perpendiculars, 23 feet beam and 13 25 depth. Her tonnage, according to Thames measurement, is 325 She is fitted with inverted engines with three cylinders 13, 195, and 33 inches, respectively, in diameter by 24 inches stroke of piston.

Harvey Parker, the Brookton wrestler, met two heavy weights last night and defeated them both handily. The contests were at catch-as-catch-can style. Jim Galvin, a former Irish boxer, who knows something about wreetling, went on with Parker first. Galvin labored diligently, but Parker pinned him to the mot after eleven minutes of speedy work. Hugh Starr of the New West Side A. C. was Parker's next victim. Starr had the advantage of about thirty pounds in weight. He was eleverer than Galvin, but not so strong. Starr's showing in the face of these drawbacks was commendable. He got out of a number of dangerous holds, but had to succumb when Parker secured a firm "hammer lock." The time was ten minutes. Leo Pardello, the middleweight wrestler, was yesterday matched to meet Carl Schmidt of Elizabeth. The aftair is to a finish, catch-as-catch-can style, best two out of three falls, for \$250 a side. Schmidt is regarded at a comer and the match bids fair to be interesting. Charlie White will act as referee. The bout will be decided at Turn Hall, Elizabeth, to-marrow night. Pardello called at THE SUN office last night and said that if victorious he will take a trip to Paris this fall and issue a challenge to meet any of the foreign cracks. about wrestling, went on with Parker first.

### of the foreign cracks.

The entries for the tournament at the Devon Polo Club June 8 to 13 have been given out by the Polo Association. The play will be for the Valentine Challenge cup, to become the property of the club winning it hree times it was won by Rockaway bree times it was won by Rockaway econd team in 1897, the Philadelphia country Club in 1898, and by the Devon the ast two years. On June 8 the Philadelphia Country Club's third team, and on June 11 Devon will play Lakewood. The winners will meet in the final on June 13.

Newport, June 6.—Work on the new polofeld for Alfred Vanderbilt at Oakland Farm, his place in South Portsmouth, was been found necessary in order to make a suitable field. It is understood that Mr. Vanderbilt is to make several improvements about the place including the erection of a dancing pavilion, and that he will entertain this summer on an elaborate scale. Mrs. Vanderbilt is very much in love with the place, and bring situated as it is, away from the city, entertainments there can be made very exclusive three times It was won by Rockaway

The East New York quintet rolled two good
EMILES III THE STEPRINE NEW VALUE AND CONTRACTOR OF THE
ast night and defeated both Prosperity and Amers-
fors teaths. The scores
FIRST GAME.
FAST NEW York A Minter the W. Money the
G. Moore, 191, H. Mecht, 187 C. Klefer, 189. Total, 894.
respectly - fineter, 170, Len, 156, Intemann, 177
Albert, 162, P. Wolf, 181, Total, 855.
SECOND GAME
Prosperity Bustey 187 CAME.
Prosperity Huefer, 87, Len. 174; Internann, 189; Albert, 180; P. Wolf, 214. Total, 353.
191, D. Remsen, 181, Buck, 147 Total, 801.
TROMP GAME
Amerafort Bennett 120 MM
Amersfort Bennett, 172 Ryder, 195; Gallusere, 167, D. Fensen, 143, Buck, 158, Total, 835.
East New York A Kiefer, las, W. Moore, 162, G.
Moore, 200, H. Meht. 182 C. Kiefer, 186, Total, 937.
The Arlington sub-tournament howlers of Brook-
THE RESIDENCE
Carson Med 197e, 165 May 154; Ryan, 136;
Sporter, 173 Cook 166 Potal 794; Ryan, 136;
imperial thereman, 164 Tiedeman, 115; Berg.
11161, 736,
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ta (feller ter Berg.
No. 5 (1977) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Imperials Hordman, 185 Hedeman, 188; Berg, 187 Miller, 187 Mayer, 18 Hedeman, 188; Berg, Nostav Branch, 187 Keeman, 181 Kliesrath, 145; Andrew 163 Haskins No.
Name of the Charles of the Charles
Nosrae - Brandt, 155 Kernan, 156 Klesrath, 127;
Andrews, 156 Hawkins, 156 Folal, 747. Carson McAultife, 156 May, 156 Ryan, 144.
May, 159; Ryan, 144;

A. A. U. CHAMPIONSHIP ENTRIES. thictes in Many Cities of United States and

Canada Will Compete at Buffalo. Nearly every athlete of note has entered for the three days' meet of the Amateur Ath-letic Union to be held on the Stadium, Exposition grounds, Buffalo, on June 18, 14 and 15. The big day will be on June 15, when the national championships will be decided. For the junior championships on June 14 there are a number of athletes entered who would not be outclassed in the senior com-

petitions. A few of these are:

Lee C. Deming, American School of Osteopathy.

Kirksville, Mo.; C. M. Liebler, Detroit A. C.; F. L.,

Stephen, Wanderers' A. A. C., Halifax: C. Dupee, bridgeport Gymnasium A. A.; W. T. Fishleigh, De troit A. C.; J. J. Nufer, Detroit A. C.; J. S. Spraker N. Y. A. C., and J. R. De Witt, N. Y. A. C. On the opening day there will be a national handicap meet. This will serve as a tuning-up process for the championships. Following are the entries for the national events:

100 Yard Dash—Frank L. Stephen. Wanderers'
A. A. C., Haiifar: Lee C. Deming, American School
of Osteopathy, Kirksville, Mo.; William Marshall,
Y. M. C. A., Hartford: Clark M. Liebler and Roy S.
Ellis, Detroit A. C.; N. S. Edwards, P. A. Sayles and
A. W. Burlingame, K. A. C.; F. R. Moulton, F. M.
Sears, Charles Dupee and J. W. B. Tewksbury, N. Y.
A. C.; J. S. Westney, University of Pennsylvania,
220 Yard Dash—The same as in the 100 yards, with
the exception of Sayles.

Sears, Charles Dupee and J. W. B. Tewksbury, N. Y. A. C.; J. S. Weathey, University of Pennsylvania. 220-Yard Dash—The same as in the 100 yards, with the exception of Sayles. 440-Yard Run—Jeec. Deming: Howard W. Hayes. 440-Yard Run—Jeec. Deming: Howard W. Hayes. Detroit A. C.; W. A. Maioney, First Regiment A. C., Chicago; W. S. Edwards, P. A. Sayles, G. B. Holbrook and A. W. Burlingame, M. Long, N. Y. A. C., Book and A. W. Burlingame, W. Long, N. Y. A. C., 880-Yard Run—J. M. Perry, N. Y. A. C.; Howard W. Hayes, Irvine Orton, Toronto Lacrosce and A. A.; W. A. Maloney, First Regiment, A. A., Chicago; W. F. McLaughlin, R. L. Sandford and G. B. Holbrook, K. A. C.; D. V. Franchot, H. E. Hastings and John Bray, N. Y. A. C.

One-Mile Run—Frank M. Kanahy, Cambridge-port Gymnasium A. A.; George W. Orton, Alexander Grant, John Bray, and R. Williams, N. Y. A. C.

Five-Mile Run—Frank M. Kanahy, Cambridge-port Gymnasium A. A.; George W. Orton, Alexander Grant, John Bray, and R. Williams and B. A. Gallagher, N. Y. C.

130-Yard Hurdle Race—Walter T. Fishleigh, Detroit A. C.; Walter H. Powers, Columbia University; G. M. Reimer and C. M. Cohen, R. A. C.; J. B. Thomas, Jr., N. Y. A. C.; Thomas McQueeny, St. Anne's, Hyde Park, Mass. J. W. B. Tewksbury, N. Y. A. C. 220-Yard Hurdle Race—J. J. Nufer, Detroit A. C., P. A. Sayles, G. M. Reimer, C. M. Cohen, J. B. Thomas, Jr.; Thomas McQueeny and J. W. B. Tewksbury, Pole Vault—Walter R. Knoz, Orillia Cane Club, Orillia, Canada; Henry Jewett Petiti, American School of Osicopathy, Kirkaville, Mo.; Walter T. Fishleigh and Charles E. Dvorak, Detroit A. C.; Dan Reuss, K. A. C.; A. W. Coleman, N. Y. A. C.

Running Broad Jump—Alimman Armstrong, Detroit A. C. Dan Reuss, K. A. C.; A. W. Coleman, N. Y. A. C.

Running Broad Jump—Walter R. Knoz, Walter T. Fishleigh, J. J. Nufer, Harry P. McDonald, N. Y. A. C.; Running the 86-Pound Weight—Charles H. Hennemann, Milwaukee A. C.; Timothy O'Rourke, S. Mary L. and A. A., Toronto; Robert W. Edgren, K. A. C.; Richard Sheldon and John Flanagan, N. Y. A. C.

Y. A. C.
Throwing the 16-Pound Hammer—Charles H.
Hennemann, John R. DeWitt, N. Y. A. C.; Robert
W. Edgren, Richard Sheidon, John Flanagan and
F. G. Beck, N. Y. A. C.
Putting the 16-Pound Shot—Charles H. Hennemann, Robert W. Edgren, Richard Sheidon and
P. G. Beck. mann, Robert W. Edgren, Richard P. G. Beck.
Throwing the Discus—Walter R. Knox, Charles H. Hennemann, Robert W. Edgren, Richard Sheldon and John Planagan.

#### FINE ENTRY FOR N. Y. A. C. GAMES. intercollegiate or National Champions Will

Appear in Every Event.

For the spring games of the New York A. C. at Travers Island to-morrow the club has received the best entry for many years. The programme bristles with the names of world's record holders, and in every event there is a champion, either intercollegiate or national, among those who will struggle for the prizes. With the exception of two relay races all the events are handlcaps. Arthur F. Duffy, the noted Georgetown sprinter, is on scratch in the 100-yard dash, while Maxey Long is in receipt of half a yard.

F. M. Sears of Cornell is on the one-yard mark, while C. Dupee of Yale has half a yard more. W. J. B. Tewksbury, the intercollegiate champion of 1899, is on the one-yard mark.

Tewksbury and Long are the scratch men in the 220-yard dash, with Sears on three yards and Dupee on six yards. On their showing at the intercollegiate the latter two are leniently treated and should be well in it at the finish. Long's ability as a quarter miler is fully recognized. He is on scratch, and the nearest men to the champion are Sears and Dupee, on ten yards. The handicapper has provided another surprise for the students of form in the half mile. Alex Orant is on scratch, while J. M. Perry of Princeton, the intercollegiate champion, has five yards. Grant also occupies the post of honor in the one mile, with Orton on ten yards and John Bray on twenty yards. W. B. Westen, Yale, is liberally treated with fifty yards while B. A. Gallagher, Cornell, and C. B. Marshall, Columbia, each receive forty yards.

E. J. Clapp, Yale and J. W. B. Tewksbury. while Maxey Long is in receipt of half a yard, and C. B. Marshall, Columbia, each receive forty yards
E. J. Clapp, Yale and J. W. B. Tewksbury, N. Y. A. C., are the scratch men in both hurdle races. In the broad jump H. P. McDonald, N. Y. A. C., is scratch, with H. C. Breneman, Columbia, the intercollegiate champion, on six inches. There is a brilliant entry for the high jump in which J. S. Sraker, Yale, S. S. Jones, U. Y. U., and G. P. Serviss, Jr. N. Y. A. C., are on scratch. A. W. Coleman, Princeton, is the scratch man in the pole vauit, while R. Sheldon, Yale, and John Flanagan, N. Y. A. C., occupy their usual places as scratch men in putting the six-spectively. In the latter event J. R. DeWitt of Princeton has twelve feet handlcap.

De La Salle Institute Athletes Compete. The scholastic outdoor season ended yesterday afternoon with the thirteenth annual games of the De La Salle Institute A. A. held at Columbia Oval. There was a large crowd to witness the sport. The events were open to members of the school only, and more than usual interest was manifested. The heat was so intense that several youngsters had to quit before the end of their races. Summary:

to quit before the end of their faces. Summary:

50 Yard Dash, Handloap, for Boya Under 12 Years
—Won by J. D. Swanton, 4 Yards, H. Ellas, 1 Yard, second, H. Boyle, 1 Yard, Infd. Time, 7.2-5 seconds, 100 Yard Dash, Handloap, Senior—Won by T. Therp, seratch, Seconds, J. Bougeois, 5 Yards, third. Time, 11 seconds, 100 Yard Dash, Handloap, Junior—Won by F. Goodwin, scratch, third. Time, 11 4-5 second; W. Hogan, scratch, third. Time, 11 4-5 second; W. Hogan, scratch, third. Time, 11 4-5 second; J. Putting the 12-Pound Shot, Handleap—Won by F. Morris, 1 foot 6 Inches, with an actual put of 37 feet. T. Thorp, scratch, second; J. Thorp, 1 foot 6 inches, third.

220 Yard Hurdle, Handleap—Won by T. Mechan, 4 Yards, T. Delaney, 5 Yards, second; J. Thorp, scratch, third. Time, 28-2-5 seconds.

Haif Mile Bleycle Race, Handleap, Junior—Won by F. Goodwin, scratch, M. Buckley, scratch, second; E. O'Nell, 12 Yards, third. Time, 1 minute 26-2-5 seconds. P. O'Neil, 12 yards, third. Time, 1 minute 26 2-5 seconds.
440 Vard Run—Won by E. Morris, 3 yards; J. Thorp, scratch, second. Time, 57 5-5 seconds.
One Mile Bieyele, Handlcap—Won by V. Lippe, scratch, J. Murphy, 7 yards, second. Time, 3 minutes 7 4-5 seconds.
220-Yard Run, Handlcap—Won by G. Wail, 3 yards, J. Lippe, 8 yards, second; J. Thorp scratch, litrd. Time, 23 2-5 seconds.
50 Yard Hurde Race, Handlcap, Junior—Won by W. Hogan, scratch, A. Millet, 1 yard, second; M. Buckley, 2 yards, third. Time, 9 2-5 seconds.
220-Yard Run, Handlcap, Junior—Won by W. Hogan, scratch, J. Martinelli, scratch, second; E. Thorp, 3 yards, third. Time, 28 seconds.
580 Yard Run, Handlcap—Won by T. Mechan, scratch, J. Thorp, scratch, second. Time, 2 minutes 29 seconds.

#### The Barnard Mortarboard, the annual publication of Barnard College, appounces the athletic officers of the institution as fol-

lows:

Baskethall Club—President, Miss Elsa Alsberg,

102; Vier-President, Miss Clara Elizabeth Hudson,

101; Secretary, Miss Mary Hunt Budd, 102; Treas
107; Secretary, Miss Mary Hunt Budd, 102; Treas
108; Tennis Club—President, Miss Jennie Florence

108; President, Miss Carita Spener,

108; Secretary and Treasurer, Miss Jaabel Estelle

1846; Pages, 11. There are forty-eight members of the baskethall clubs, and fifty-one of the tennis club. The baskethall manager reports victories in two out of the four games played, scoring it goals to 38 for opponents. The tennis club is arranging a dual match with Brvn Mawr next fall. A movement has been started to include the golf club and form a general athletic association to take charge of all the sporting interests of the college. The alumns of Harnard have promised to aid the new scheme in a financial way.

### ganized at Chicago.

CHICAGO, June 6. The first formal act toward preparation for the Olympian contests in 1904 was taken yesterday when a 164 filler, 130 Meyer, 164 Tiedeman, 115; Berg.

Imperial- Borthman, 164 Tiedeman, 115; Berg.

152 Milen, 157 Meyer, 165 Total, 756.

153 Milen, 157 Meyer, 165 Total, 756.

154 Milen, 157 Meyer, 165 Total, 756.

155 Milen, 157 Meyer, 165 Total, 756.

155 Milen, 157 Meyer, 165 Milen 157 Meyer, 105 Milen, 157 Meyer, 157 Meyer, 157 Meyer, 157 Meyer, 157 Meyer, 158 committee was appointed to incorporate

NEWS OF THE WHEELMEN: W. AND N. C. A. TO WORK TO

GETHER FOR NATIONAL MEET. The Former Organizes a Consulate to Attend to Details of Big Event-Haddeld Pleased With His Victory Over Duer-Gascoyne and Jenkins to Ride American Bicycles.

The League of American Wheelmen has taken a sudden notion to become active with regard to the national meet that is to be held at Buffalo in August in conjunction with the Pan-American Exposition. A meeting was held at Buffalo last night to organize a consulate and a special committee to attend to the details of the meet quite as was done in former years, before the League abandoned the control of racing. The National Cycling Association and the L. A. W., formerly bitter enemies, will work in unison for the success of the Buffalo meet. The hatchet is buried many feet deep and the eaders of the N. C. A. organization are mempers of the L. A. W.

A hotel man on the Merrick road, who caters chiefly to cyclists, made a very practical statement recently on "good people." He said that he knows there is now a better class of riders going past his place than in two years before, simply because he is taking in more money. The "good people," he says, "spend more." Formerly he had a place on the Coney Island Boulevard, but that route, he says, is "a dead one," because the big Sunday crowds that go over it are largely composed of working people from the East Side of New York and other city sections, who simply want a ride to Coney Island and who do not spend any money on the way. The more select classes, he declares, seek the least frequented roads and he is now thinking of moving, because the Merrick pike is too popular. His philosophy seems practically to be that "the smaller the crowd, the larger the spending." Although based upon a mercenary seutiment, the argument is one in which there is much that can be recognized as truth by those who study cycling conditions. the big Sunday crowds that go over it are

can be recognized as truth by those who study orcling conditions.

Charles Hadfield, cyclist and oarsman, who finished first in the Irrington-Milburn race of 1898, but was disqualified for accepting pace and has since proven himself a greatunpaced rider, seems flushed by his victory over Ray Duera Buffalo last Saturday. It is not strange that he should be. Duer was accounted about the best professional in a pursuit race in this country. Buffalo folyowers of cycling and of Duer have not recovered from their surprise, for Ray had before been invincible and yet Hadfield beat him in a five mile race in it minutes and 44 seconds, which is within six seconds of the world's record for the distance. All this is interesting because for lovers of pure sport there is no cleaner or fairer test of ability than a pursuit race. The two men start from opposite sides of the track and it is a case of the man who can ride the faster being the winner. There is no pace making and no room for lockeying or tactics of any kind. It is an honest ride to win on merit and at Buffalo, Saturday, and saw Duer ride he had "cold feet." The Buffalo by had so much speed that he was sorry he was to mech him. Now that he has won he is ambitions and he issued a world wide challenge yesterday to meet any man in a five-mile unpaced race for a purse and side bet. He preferred above all to meet Gascoyne, the Frenchman who is pow on the way to the Frenchman who is pow on the way to the Frenchman who is pow on the way to the Frenchman who is pow on the way to this country. On the other side Gascoyne is recknowled as the best pursuit rider on earth.

The New England circuit will start on June 11, Similarly to the "State circuit" of the stay of the recognized and circuit will start on June 11, Similarly to the "State circuit" of the stay of the recognized and circuit will start on June 11, Similarly to the "State circuit" of the stay of the recognized and the man was a contract of the more of the contract of the more of the contract of the more of the cont

The New England circuit will start on June 11. Similarly to the "State circuit" of former years, this may be reckened upon to afford a "line" on the men and enable followers of form to calculate on how they will acquit themselves on the national circuit.

wile. The time, 414s 1-5, was slow. The sprint races were good.

Yesterday the two foreigners, Gascoyne and Jenkins, arrived here from Europe. They admitted that they were here to beat anything in this country and would ride American wheels in the attempt. There has been a popular misapprehension here about Gascoyne, which he was not slow to correct. While his name is French, he is not. He lays a stolid hold on English ancestry. His full name is Thomas Jenerson Gascoyne and he was born in England twenty-four years ago. He has been riding in bicycle races since 1898. As an unpaced rider he possesses extraordinary ability and has never been beaten in a pursuit race of anykind. At the Crystal Palace track in London he negotiated an unpaced mile in 105 2-5 and reduced the quarter mile flying start unpacedrecord to 25 2-5 seconds. He has beaten all of the best riders of Europe, including Barden and Huber. He has scored as many times over Jacquelin as that notable has scored is the fact that he uses a 14 gear in his races, Sydney Jenkins is an Englishman, 27 years old, who holds the quarter-mile, one-mile and five-mile championship honors of England With Gascoyne, he holds the two-mile tandem championship of Europe, Jenkins is particuarly good at sprint racing where riders finish with a jump.

Charon, New York—As far as Jeffries is concerned he did not pose for the biograph after the battle you he did not pose for the program are the commention.

J. T. B., Newark—He agreed to "stop" him in fifteen rounds. He not only falled, but came near being defeated himself.

George Munroe, the local bantam, who a few years are was regarded as a comer, has been matched to box Gus Bezenah of Cincinnati at Alexandria, Ind., next Tuesday night in a 20-round bout.

Tom Sharkey began training yesterday for his

Tom Sharkey began training yesterday for his wrestling bout with Tom Jenkins, which is to be de-cided at Cleveland next Tucsday night. Sharkey is doing the bulk of his work at Sheepshead Bay. Benny Yaeger, the "Tipton Slasher," has issued a challenge to meet Aurelia Hererra of New Meatico, who was recently defeated by Terry McLovern, Vaeger is willing to go to "Frisco to have the match decided. Pete Mace, the old-time puglist, who fought a four round draw with Billy Bilimmer in this city several years ago, informs THE SUN that he has an unknown that he desires to match against any 122-pounder. Billy Delaney, in a letter to Marty McCue, writes that Jim Jeffries, who is at Los Angeles, will begin training at once for his proposed match with Gus Ruhlin. Delaney adds that it is true that he will act as Jeffries's manager and trainer in the future.

Joe Allen of Philadelphia states that he is pre-pared to take Tim Calianan's place and fight Harry burke at Wilmington on June 14. Calianan was to fight liurke on that night, but was compelled to call off the affair, as he is to clash with Tim Heggerty at 'Frisco instead. call off the affair, as he is to clash with Tim Heggerty at 'Frisco Instead.

Marty McCue said yesterday that before Jim Jeffries left for the Pacific Const he authorized the champion to make a match for him with either Dave Suilivan or Terry McGovern to be decided at San Francisco. In case these two puglishs should refuse to fight, McCue says that he will take on Herrera or any other boxer scaling 122 to 120 pounds.

Rube' Ferms denies that he intends to visit England this summer. The welterweight champion says that he will leave for San Francisco shortly to try and induce some of the men in his division out there to fight him. Ferns, however, may visit the other side next fell and meet either 'Dido' Plumb or "Jewey" Cooke before the National Sporting Club.

Matty Matthews says that there is no more money. "Jewey" Cooks before the National Sporting Club.
Matty Matthews says that there is no more money
In the fighting business and he has decided to retire.
Matthews adds that it was through his own careless
ness that he was knocked out by "Huber Ferns at
Toronto recently. Matthews says that he was ducking from a feint when one of Ferns's wild swings
caught him on the point of the jaw and put him to
sleep.

caught him on the point of the law and put him to sleep.

According to a private despatch, received in this city yesterday, Terry McGovern is expected to arrive in this city on Sunday morning from San Francisco. The featherweight champion is accompanied by his manager. Sam Harris, and Joe Humphreys. McGovern's visit East is said to be to get in readinesse for a match with Dave Sullivan at Hartiord on July 4. This battle, if it comes off, will be for twenty rounds. It looks as though the San Francisco A C will not make an effort to clinch the match between Joe Walcott and "Denver" Ed Martin on July 4, after all. The club has secured the services of Kild Carter and Jack Root for that date. In addition to this battle there will be two other lights, one between Al Nell and Charlie Thurston, both of San Francisco, and George Gardiner of Lowell, and Jack Mofatt of Chicago. The three bouts are limited to twenty rounds each and will be decided in the open air.

Billy Roache, manager of Tim Callahan of Philaeach and will be decided in the open air.

Billy Roache, manager of Tim Callahan of Philadelphia, has decided to leave for San Francisco with his man on Monday afternoon. Callahan is matched to meet Tim Hegyerty of Australia, who is now at Trisco, having arrived there from the antipodes a few days ago. Roache told The SUN reporter yesterday that no date has as yet been selected for the fray. Roache is to have a talk with the matchmaker of the Twentieth Century A. C. of Franco, who is expected to reach New York Sunday, and clinch the fight between Heggerty and Callahan. LAWN TENNIS.

for Hoboken, July 29.

A despatch from Boston received yester day announces on the authority of Secretary E. Presbrey, of the U.S. N. L.T. A., that the English lawn tennis authorities have accepted the date originally suggested over accepted the date originally suggested over here for the international matches this summer for the Davis Challenge Cup. The matches will take place on the grounds of the St. George Cricket Club, Hoboken, during the week of July 29, probably Tuesday, Wednesday and Thursday of that week.

Secretary Presbrey sails for abroad within a few days and he will be present at Wimbledon during the English championship matches, in which Davis and Ward, the American champions, will take part, and he expects to bring the English challenging players back with him in time to play in the Longwood tournament at Boston the week before the international matches.

The first surprise of the Kings County Tennis Club's open tournament occurred yesterday afternoon when Dr. Frazer, the local champion, was beaten in the semi-final round of the singles by Calhoun Cragin of the West Side T. C. The Brooklyn enhusiasts had counted on Frazer to win the tournament and many bets had been made that he would beat Paret in the finals. His defeat by Cragin yesterday was a big diswill be played this afternoon between Bostwick and Cragin of the West Side T. C. and Paret and LeRoy of the New York L. T. C. and the final of women's singles and men's singles will be played to-morrow. The mixed doubles will probably not be finished until Monday. The summary:

Men's Singles—Semi-final round—Calboun Cragin beat Dr. W. N. Frazer, 6—3, 6—4.

Men's Doubles—First round—Dr. W. N. Frazer and H. E. McGowan beat C. L. Mitschell and W. Hammlit, 6—1, 6—1; Henry Molienhauer and T. H. Talbot beat V. G. Grimwood and E. G. Babcock, 6—2, 6—2 Semi-final Round—O. M. Bostwick and Calboun Cragin beat Dr. W. N. Frayer and H. E. McGowan, 6—5, 6—2, J. P. Paret and Robert Le Roy beat Henry Mollenhauer and T. H. Talbot, 7—5, 6—0.

Women's Singles—Semi-final round—Mrs. R. M. Jones beat Miss Margaret Johnson, 6—2, 6—0, Miss B. H. Moore beat Miss Sarah Coffin, 6—1, 6—1. will be played this afternoon between Bost-

A BOGUS MEDICAL COMPANY. Herman L. Cohen, Its Alleged Manager, Con-

Herman L. Cohen was convicted in the County Court in Brooklyn yesterday of grand larceny in the second degree for having swindled Frank L. Gould of Brentwood, L. I., out of \$500. Cohen and Henry S. Wilber had an office at 22 Montague street and styled themselves the VinVintine Medical Company Cohen posed as manager. Gould answered an advertisement and Cohen told him that he could have a position in the mailing department at \$80 a month, but as he would have to bandle considerable money, it would be necessary for him to deposit \$500. This

was done and the following day when Gould appeared at the office the medical company and his \$500 had vanished.

Henry S. Wilber, the reputed head of the firm testified that he had obtained a degree of dector of medicine from the Maryland University and that he had been engaged in the real estate business, had been a secret service agent in the Haytian Government and had also been an actor.

MINIATURE ALMANAC-THIS DAY: Bun rises ... 4:30 | Sun sets .: 7:27 | Moon rises 11:08 HIGH WATER-THIS DAY. Sandy Hook 10:50 | Gov. I'd. 11:22 | Hell Gate .. 1:15

Arrived—TRURSDAY, June 5.

Sa Deutschland, Albers, Hamburg, May 30,
Sa Tloga, Whitson, Shields, May 23.
Sa St Cuthbert, Lewis, Antwerp, May 25.
Sa St Cuthbert, Lewis, Antwerp, May 25.
Sa Ashant, Purkis, Quebec, May 30.
Ss Coleridge, Fisher, Rio Janeiro, May 17.
Sa Glanton, Leish, Port Natal, April 25.
Ss El Vaile, Quick, Newport News, June 8.
Ss El Norte, Gardner, New Orleans, June 1.
Ss Tallahassee, Askins, Savannah, June 3.
Sa City of Macon, Savage, Boston, June 5.
Sa Princess Anne, Davis, Norfolk, June 5.
Sa Oneida, Chichester, Providence, June 5.
Ss Madiana, Fraser, St. Thomas, June 1.
Ship Drumelton, Thornton, Sourabays, Dec. 5.

Sa Columbia, from New York, at Plymouth.
Ss Teutonic, from New York, at Liverpool.
Ss Pretoria, from New York, at Hamburg.
Sa Canadian, from New York, at Heppool.
Ss Amsterdam, from New York, at Rotterdam. SAILED PROM FOREIGN PORTS. Ss Oceanic, from Liverpool, for New York. Ss Lahn, from Southampton, for New York. Ss Rotterdam, from Rotterdam, for New York

OUTGOING STRAMSHIPS. Sall To-day.
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12 00 M

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Due Tuesday, June 11.

Gibraltar
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Pauillac
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New Orleans

YALE CREWS' LIGHT WORK: A STRONG BREEZE CONFINES THE

SPINS TO SHORT STRETCHES. The 'Varsity Eight in Good Condition-Johnson Reports at the Rowing Quarters and Every One Is Pleased—Freshmen Pull Even Stroke—Capt. Weymouth Has Not Arrived.

GALES FERRY, June 6 .- A strong breeze from the southwest blew up the four-mile course during the morning and evening practice of the Yale crews, to-day, and the coaches had to content themselves with short stretches on the river above the quar-Johnson, who has been rowing at No. 3

in the 'Varsity boat, arrived from New Haven at 7 o'clock to-night and his appearance made every one look happy. Johnson's absence caused a shift in the eight and also stopped the four-oar crew from practice. The entire 'Varsity squad is now here and all are reported in excellent health. Coach Allen will start in to-morrew to get a line on his oarsmen and endeavor to settle upor a regular crew. The ' Varsity boat was on the river shortly

after 9 o'clock this morning. Examination were scheduled for 10 o'clock, Dr. Carr and Prof. Wheeler having arrived from Yale during the night, and the mornings manouvres were confined to close quarters. The make-up on the early practice was: Cameron, stroke; Blagden, 7; Kunzig, 6; Rumsey, 5; Hooker, 4; Mitchell, 3; Bogue, 2; Waterman,

The same men were in the boat at 6:30 o'clock to-night with Rumsey and Mitchell's positions reversed. Both crews confined their evening practice to the upper cove and no long distances were rowed by either one. The 'Varsity oarsmen are rowing in fair shape, apparently using the same stroke as last year. The Freshmen have some fine-looking athletes in their boat and pull a very even stroke for a crew in the early stage of training. There was considerable splashing noticeable in both shells to-night, evidently caused by the choppy water. Both boats shipped considerable, water while they were on the river, and this impeded their speed considerably.

The Freshman crew has not yet settled down to hard work. Capt. Weynnouth has not yet arrived. It is reported that he has been called to Philadelphia on account of the illness of a relative. Pitzipio, at bow, was also out of the boat owing to slight indisposition. The weather here is cool and pleasant, and enthusiasm is growing stronger as the day of the races draws nearer.

### COLUMBIA'S SHELL SINKS.

Dashed Against the Coaching Launch Nea the Boathouse Float.

Another mishap fell to the lot of the Colum bla 'Varsity crew late yesterday afternoon which resulted in a hole in the shell used by the eight at Poughkeepsie last year. A the boat left the house float it was caugh by the swell from a passing tug and dashe against the coaching launch which was drift ing by. A hole was driven in the shell at seat 2 and it was cracked for a foot or so. It began to fill rapidly and soon sank, the oarsmen having to awim a few strokes to the float. No one was hurt, but Coach Hanlan was much vexed at the accident, as the 'Varsity had to use the second 'Varsity boat and the freshmen did not row in the afternoon. Several brushes took place in the forenoon and the second 'Varsity held its own remarkably well. A hard fight is going on betwee H C. Townsend, '03, college, and A. D. Weekes, '02, college, for seat 3 in the 'Varsity boat, Stangland, the freshman, who was 'temporarily suspended for smoking while in training will get another chance. He is one of the strongest men in the crew and his loss is considered too dangerous so late in the season to merit permanent suspension. All the crews will take their final practice to-day in preparation for the annual commencement regatta on the Hudson to-morrow. ing by. A hole was driven in the shell at

The New York Electrical Society has elected the following officers: President, Arthur Williams; Vice-President, C. E. Knox, C. O. Baker Jr., S. L. Nicholson, H. A. Lardner, George Herbert Condict, H. V. Parsell, Secretary, Ceorge H. Guy: Treasurer, Henry A. Sinclair, The reports of the Secretary and the Treasurer show that the society has had a brilliant season and is in excellent financial shape.

### Ocean Steamers.

HAMBURG-AMERICAN LINE. TWIN SCREW EXPRESS SERVICE,

PLYMOUTH—CHERBOURG—HAMBURG;

DEUTSCHLAND

A Victoria, June 20, 10 AM Deutschland, July 11, noog
Columbia, June 27, 10 AM Columbia, July 25, 10 AM

F. Bismarck, July 4, 10 AM [F. Fismarck, Aug. 1, 10 AM

TWIN SCREW PASSENGER SERVICE,

every Saturday to

PLYMOUTH-CHERBOURG-HAMBURG Patricia, June 3, 9:30 A M Pretoria July 6, 8 AM Waldersee, June 15, 4 PM \*Phenicia July 13,2:30 PM \*Bulgaria, June 22, 0 A M Patricia July 20, 8 AM Pennsylva, June 29, 3 PM waldersee July 27, 2 PM \*To Hamburg direct.

SUMMER CRUISES

to the Land of the Midnight Sun, from Hamburg July 2, July 4 (from N. Y. June 20), July 25, and to the Haltig and the principal cities of NORWAY, SWEDEN, RUSSIA, and DENMARK, from Hamburg Aug. 15, by the new yacht PRINZESSIN VICTORIA LUISE [5,000 tons. 450 feet long) and S. S. AUGUSTE VICTORIA. All appointments strictly first class. Attractive liberaries arranged. Further articular on application to the particulars on application to the Hamburg-American Line, 37 Broadway. Canadian Pacific Railway.

Intended steamship sailings from Vancout JAPAN, CHINA and PHILIPPINE ISLANDS, 
 EMPRESS OF JAPAN
 June 17, Aug. 19, Nov. 4

 EMPRESS OF CHINA
 July 8, Sept. 9

 EMPRESS OF INDIA
 July 29, Oct. 7
 Imperial Limi'd. Montreal to Vancouver in 100 hours.

HAWAIIAN ISLANDS and AUSTRALIA. MIOWERA June 28 | AORANGI For rates apply 353 Broadway and 1 Broadway.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON; St. Paul, June 19, 10 a.m. St. Louis, July 17, 10 a.m. St. Louis, June 26, 10 a.m. St. Paul, Aug 7, 10 a.m. St. Paul, July 10, 10 a.m. St. Louis, Aug 14, 10 a.m. RED STAR LINE. NEW YORK-ANTWERP-PARIS,
Priesland...June 12. noon! Vaderland.June 26. noon
Southwark.June 19, noon! Kenshrgton, July 3. no on
New Twin Screw Steamers calling at Cherbourg.
INTERNATIONAL NAVIGATION COMPANY:
Piers 14 and 15. N. H. Office, 75 Broadway.

ATLANTIC TRANSPORT LINE.

NEW YORK - LONDON.

MENOMINEE June 3, 9 A

MANTO June 13, 9 A

MINNEAPOLIS June 16, 4 30 A

MANTO June 15, 9 A
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From Pier No. 42, North River, foot Morton St.
La Lorraine June 13 La Champagne July 11
La diretagne June 23 La Normandie July 18
General Agency, 32 Brondway, New York.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPIOL.
Majestic June 12, noon tentority, June 26, noon

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General Agency, 32 Brondway, New York.

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eganic June 19, 8 A. M. Germanic July 3, noon Oceanic June 19, 5 A. M. Germanic July 5, noon For passage, freight and general information apply to WHITE STAR LANE, Per 48, North River. Office, 9 Broadway, New York,

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Zailronds.

# CENTRAL R. R. OF NEW JERSEY.

14		Week Days.	Sundays.
10	Easton Local	7:15 a. m.	
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-	Lakewood & Bridgeton	1:30 p. m.	
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ROYAL BLUE LINE. FOR PHILADELPHIA.

5, 17:30, 18:00, \*9:00, \*10:00, \*11:30 1:30, 13:00, \*3:40, 14:00, 14:4:00, 14:30, 7:30, 49:00, 1:9:25 P. M., \*12:15 mdt. BALTIMORE AND WASHINGTON. 14:30, 15:00, 10:00, 11:30 A. M., 11:00, 1:30, 15:00, 70:00, 11:30 A. M., 11:00, 1:30, 15:00, 70:00 P. M., 12:15 mdt. Omes: Liberty St. Ferry. South Ferry. 113, 261, 434, 1300, 1354 Broadway. 182 5th av., 737 6th av., 25 Union Sq. West, 153 East 125th st., 273 West 125th st., 243 Columbus av., New York: 4 Court st., 344, 860 Fulton st., Brooklyn: 98 Broadway. Williamsburg. New York Transfer Co, calls for and checks baggage to destination.



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9:12 A. M. and 3:35 P. M. Daily except Sunday to Pittsfield: Sundays only at 9:26 A. M. Pullman cars on all through trains. Trains illuminated with Pinisch light. Ticket offices at 113, 201, 415 and 12:16 Broadway; 25 Union Sq. W. 275 Columbus Are, 133 W. 125th St. Grand Central Station, 125th St. Station and 138th S. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

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Through trains leave New York, foot of Chambers st., as follows and five minutes earlier from W 23d st. 9:00 a m. Daily—Solid train for Butfalo arr. 8 p. m. Blughamton, Waverly, Elmira and Bradiord. Coaches, parior cat and cafe dining car to Butfalo 2:30 p. m. Daily—Chicago Limited—Fast Mail—Solid train to Chicago, arriving 3:20 p. m. Arrivo Cleveland 7:40 a.m. Sleepers to Chicago, Cleveland Chicinast. Dining car.
7:30 p. m. Daily—Butfalo and Cleveland Egross—Arr. Butfalo 7:30. Bradford 7:20. Jamestown 7:00 and Youngstown 10:27 a. m.: Cleveland 12:30 p. m. Sleepers to Butfalo and Cleveland 12:30 p. m. Sleepers to Butfalo and Cleveland Cafe car.
9:13 p. m. Daily—Solid train for Biaghamton, Waverly, Elmira, Chicago, Sleepers to Butfalo, Chicago, Clincinnati. Diving car. Waverly, Elmira, Chicago, Sieepers to Burlaio, Chicago, Cincinant. Diving car TiCKETS, LOCAL TIME CARD AND PULLMAN ACCOMMODATION at 111, 113, 251, 399 and 1159 Broadway, 157 Fast 125th st., and 273 West 125th st., chambers and West 23d at ferries, New York; 33d and 860 Fulton st., 98 Broadway, Brooklyin, 122 River st., Hoboken, and Jersey City station. New York Transfer Co. calls for and checks baggage to destination.

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Tickets and Pullman accommodations at 19, 261, 987, 855, 196 and 1954 Broadway, 182 5th Ave., 25 Union Square West, 255 Columbus Ave., N 7, 360 Fullon St., 4 Court St., 98 Broadway, and Fi. Fulton St., Broadway, and Fi.

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From Grand Central Station.

Leave.

By way of

1900 A. M., Hattford and Willimantic, 200 k

1900 A. M., Springfield and Worcester, 530 f

1900 A. M., "New London and Providence, 530 f

1902 A. M., New London and Providence, 430 f

190 P. M., Air Line via Willimantic, 630 f

190 P. M., New London and Providence, 190 f

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190 P. M., New 192 F. M., New London and Providence, 1930 F. M., New London and Providence, 1930 P. M., 1940 London and Providence, 1930 P. M., 4500 P. M., New London and Providence, 1930 P. M., 1940 London and Providence, 1930 A. M., 19400 P. M., New London and Providence, 6:27 A. M., 1941 London, London and Providence, 6:27 A. M., 1941 London, 1941 Londo

WEST SHORE RAILROAD.

C. E. LAMBERT, General Passenger Agent, N.IY. Lackawanna Railroad.

Stations in New York, foot of Barclay and Christopher streets. ANCHOR LINE. Glasgow, via
June 5
June 6

CUNARD LINE To LIVERPOOL
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Mailronds.

STATIONS foot of West Twenty-third Street and
Desbrosses and Cortlandt Streets.

LSThe Leaving Time from Desbrosses and
Cortlandt Streets is five minutes later than that
given below for Twenty-third Street Station.

except where otherwise noted.

7.55 A. M. FAST MAIL.—Limited to two Buffet
Farlor Cars New York to Pittsburg. Sleeping
Car Pittsburg to Chicago. No coacase to Pittsburg. burg.
9.25 A. M. FAST LINE,—Pitteburg and Cleveland:
9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sieeping, Duning, Smoting, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolia, Louisville, St. Louisville, St. Louisville, St. Toledo, Cheinnaul, Indianapolia, Louisville, St.
Louis.

1.55 P. M. CHICAGO AND ST. LOUIS EXPHESS.—For Toledo, Louisville (via Cincinnativ)
Indianapolis, Chicago, St. Louis. Dining Car.
5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg.
Indianapolis, Louisville, St. Louis. Dining Car.
5.55 P. M. WESTERN EXPRESS.—For Pittsburg.
Toledo, except Saturday. Dining Car.
7.55 P. M. PACIFIC EXPRESS.—For Pittsburg.
And Chicago. For Knoxville, daily, via Shenandeah Valley Route. Connects for Cleveland except Saturday.

9.25 P. M. CLEVELAND AND CINCINNATI
EXPRESS.—For Pittsburg. Cleveland, Nashville (via Cincinnati and Louisville).

WASHINGTON AND THE SOUTH.

(Dining Car), 9:25 P. M., 12:10 night,
SOUTHERN RAILWAY.—Express, 3:25, 4:25 P. M.,
12:10 night daily.
ATLANTIC COAST LINE.—Express, 8:55 A: M.
and 9:25 P. M. daily.
SEABOARD AIR LINE RAILWAY.—"Florida and
Metropolitan Limited." 12:55 P. M. daily. Express,
12:10 night daily.
NORFOLR AND WESTERN RAILWAY.—For
Memphis and New Orleans, 5:25 P. M. daily.
CHESAPEAKE & OHIO RAILWAY.—6:55 A. M.
and 4:55 P. M. daily.
-7:55 A. M. week-days and 8:55 P. M. daily.
ATLANTIC CITY.—9 55 A. M. and 2:55 P. M. week-days,
Through Vestibuled Trains. Buffer Parior
Cars and Standard Coaches.
CAPE MAY.—12:55 P. M. week-days.
For points on New York and Long Branch Railroad
(from West Twenty-third Street Station), 8:55 A. M.,
12:40, 2:25, 3:25, 4:10 and 4:55 P. M. Sundays, 9:25
A. M., 4:35 P. M. (from Desbroases and Cortlands
Streets), 3:30, 9:00 A. M., 12:50, 2:30, 3:40, 4:20 and
6:10 P. M. Sundays, 9:45 A. M., 5:15 P. M.
FUR PHILADELPHIA.
6:10 (Desbrosses and Cortlands Streets, 4:25), 7:36,

5:10 P. M. Sundays, 9:45 A. M. 5:15 P. M.

6:10 (Deabrosses and Cortlands Streets, 6:29), 7:25, 7:55, 8:25, 8:55, 9:25 (9:55 Penna, Limited), 10:10 (Deabrosses and Cortlands Streets, 10:20) (Dining Car), 10:55 (Dining Car), 10:55 (Dining Car), 10:55 (Dining Car), 10:55 (Dining Car), 8:55, 2:38, 8:55, 4:25, 4:25 (Dining Car), 4:55 (Dining Car), 8:35 (Dining Car), 8:35 (Dining Car), 8:35 (Dining Car), 8:25, 8:35, 9:25 P. M. 12:10 night. Sundays, 6:10, 7:05 (no coaches), 8:25, 8:35, 9:24, 9:35 (Dining Car), 8:25, 3:35, 4:25 (Dining Car), 8:25 (Dining Car), 8:25, 8:35, 9:24, 10:35 (Dining Car), 8:25, 8:35, 9:25 P. M. 12:10 night. 9:35 (Dining Car), 8:25, 8:35, 9:25 P. M. 12:10 night. 9:35 (Dining Car), 8:25, 9:25 P. M., 12:10 night. 9:35 (Dining Car), 1:35 (Dining Ca

BALTIMORE & OHIO RAILROAD.

Leave NEW YORK CITY, Liberty St., South Ferry. Chicago, Columbus. 12:15 ngt. 12:15 ngm. Chicago, Columbus. 1:30 p.m. 1:25 p.m. Diner, Pittsburg, Cleveland 1:30 p.m. 1:25 p.m. Diner, Pittsburg Limited" 7700 p.m. 4:55 p.m. Diner, Chicinnati, St. Louis 1:2:15 ngt. 1:2:10 night. Cincinnati, St. Louis 10:00 a.m. 9:55 a.m. Diner, Cincinnati, St. Louis 7:00 p.m. 4:55 p.m. Buffet; Norfolk. 1:00 p.m. 12:55 p.m. Diner, ROYAL BUUE TRAINS. 

Steamboats.

Boston and New England Points. FALL RIVER LINE. For Newport, Fall River, Boston and all Eastern and Northern points. Steamers PRISCILLA and PURI-TAN. Orchastra on each. Leave Pier 19. N. R., foot of Warren st., weekdays and Sundays at 5:30 P.M.

PROVIDENCE LINE. 25:30 A. M. For Providence, Boston, North and East. Steamers 25:30 A. M. PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pler 13. N. R., foot of Murray st., week-days only, at 6:00 P. M.

days only, at 6:00 P. M.

STONINGTON LINE.

For Stonington, watch Hill, Narragahleit Pier, Boston and East. Steamers MAINE and NEW HAMP-SHIRE. Leave Pier 36. N. R., foot of Spring st., weekdays only, at 6:30 P. M. Saturday night wastward trips will be omitted from July 6 to Sept. 7 inclusive. Sunday night wastward trips will be made during same period.

NOWICH LINE.

For New London, Fishers Island, Watch Hill, Biock Island, Norwich, Worcester, East and North. Steamers CITY of LOWELL and CITY of WORCESTER. Leave Pier 36. N. R., foot of Spring st., weekdays only, at 5:30 P. M. On Sundays, from July 7 to Sept. 8 inclusive, steamer will leave New London at 10:30 P. M. for New York.

NEW HAVEN LINE.

NEW HAVEN LINE.

For New Haven, New Britain, Meriden, Hartford; Springheld and the North, from Pier 25, E. R. Double service weekdays; steamer CHESTER W. CHAPIN leaves New York 3:00 P. M. Steamer RICHARD PECK, 12:00 midnight. Sundays, steamer CHESTER W. CHAPIN leaves New York at 9:30 A. M., Returning, leaves New Haven 8:15 P. M. A delightful Sunday trip, all day on Long Island Sound.

CENTRAL HUDSON BOATS. FOR NEWBURGH—LEAVE FRANKLIN ST.
PIER, week days, except Saturdays, 0.30 A. M.,
4 P. M., 5 P. M. Saturdays, 0.30 A. M., 1 P. M.,
5 P. M. Sundays, 0.A M. LEAVE W.120TH ST.,
Recreation Pier, week days, 10 A. M. Sundays,
0.30 A. M. Extra trip Saturdays, 3.30 P. M.
FOR POUGHREEPSIE—LEAVE FRANKLIN
ST. PIER, week days, except Saturdays, 4 P. M.,
6 P. M. Saturdays, 1 P. M., 3 P. M. LEAVE W.
180TH ST. Saturdays only, 3.30 P. M.
FOR KINGSTON—LEAVE FRANKLIN ST.
PIER, week days, except Saturdays, 4 P. M. Saturdays, 1 P. M.

\$3.00 via Direct Steamer. all the way by water, delightful short see trip, Wednesday at 5 P. M. Saturdays at 7 P. M. From Pier 35. East River, foot of Catharine 51. Hooms reserved in advance. Phone 2827 Franks.

M., daily (Sundays excepted), making direct counse tions with trains North; East and West. HUDSON RIVER STEAMER MARY POWELL

CATSKILL, HUDSON AND COXSACKIE BOATS.

Fast time. Spiendid Steamers BHODE ISLAND and MASSACH SETTS. Daily, except Sundaya, at 5 to P. M. from Pier 36, N. R., foot Spring 81. New York. Tickets and rooms may be obtained at Pier 36 or on Steamers sailing days only.

LINE. PROVIDENCE AND RETURN.
Tugsday, Thursday, and Sajurday at a P. M.

Albany Evening Line.

Steamers ADIRONDACK of DEAN RICHMOND leave Pier 32. N. R., foot Canal St., at P.

leaves Destrosses St. 5.15 P. M. (Saturdays, 1.46 P. M.), West 22d St. 3.30 P. M. (Saturdays 2 P. M.) for CRANSTONS, WEST POINT, CORNWALL NEW BURGH, NEW HAMBURGH, MILTON, POUGHEREPSIE, RONDOUT and KINGSTON, Orchestic.

"ONTEORA" or "KAATERSKILL" leave foot of Christopner st. every weekday at 6 P. M.; connecting with C. M. & Cairo R. R. at Catskill, and